MD 202 IS ASSUMED TO RUN
IN AN EAST WEST DIRECTION

PROPOSED SIGNALS

1

12"/8"

EXISTING SIGNALS

3,4, 5,6,7

12"

2

12"

EXISTING SIGNS

9

R3-5L
30"x36"

10

R3-5R
30"x36"

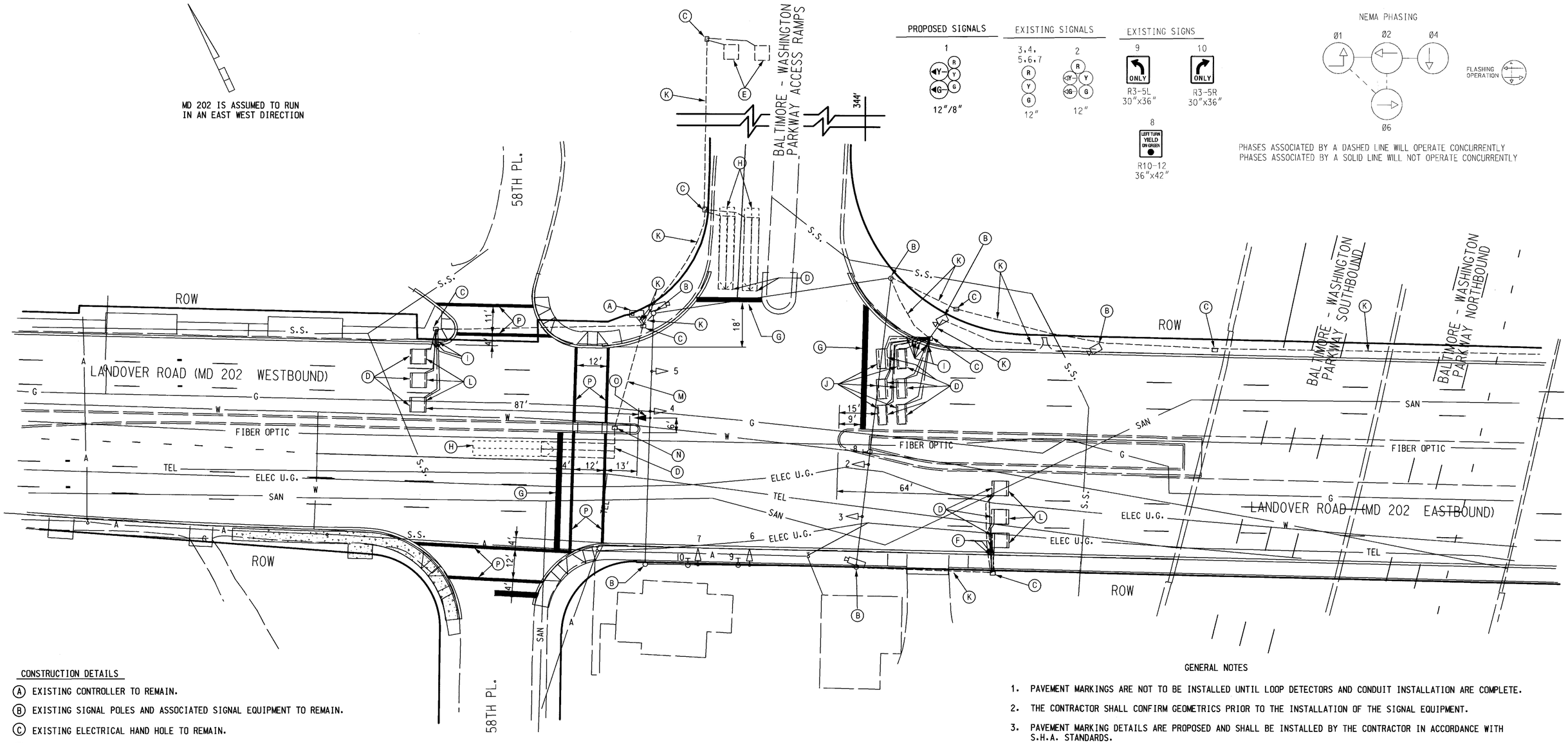
8

R10-12
36"x42"

NEMA PHASING

FLASHING OPERATION

PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY



CONSTRUCTION DETAILS

(A) EXISTING CONTROLLER TO REMAIN.

(B) EXISTING SIGNAL POLES AND ASSOCIATED SIGNAL EQUIPMENT TO REMAIN.

(C) EXISTING ELECTRICAL HAND HOLE TO REMAIN.

(D) ABANDON EXISTING LOOP DETECTOR.

(E) EXISTING LOOP DETECTOR TO REMAIN.

(F) INSTALL 1" GALVANIZED DETECTOR WIRE SLEEVE.

(G) INSTALL 24 INCH WHITE PAVEMENT MARKING (STOP LINE).

(H) VIDEO DETECTION ZONE.

(I) INSTALL 1 INCH LIQUID TIGHT NON-METALLIC CONDUIT CONDUIT AND FITTING (DETECTOR WIRE SLEEVE).

(J) INSTALL 3' X 8' QUADRUPOLE (4) LOOP DETECTOR ENCASED IN 1/4 INCH FLEXABLE TUBING.

(K) EXISTING CONDUIT TO REMAIN.

(L) INSTALL 6' X 6' QUADRUPOLE (4) LOOP DETECTOR ENCASED IN 1/4 INCH FLEXABLE TUBING.

(M) CAP AND ABANDON EXISTING CONDUIT.

(N) REMOVE EXISTING ELECTRICAL HANDHOLE, CAP AND ABANDON EXISTING CONDUIT.

(O) INSTALL PROPOSED SIGNAL HEAD.

(P) INSTALL 12 INCH WHITE PAVEMENT MARKING (CROSSWALK).

UTILITY LEGEND

G—G	GAS MAIN
W—W	WATER MAIN
S—S	SEWER MAIN
E—E	ELECTRIC CABLES
A—A	AERIAL CABLES
T—T	TELEPHONE CABLES

GENERAL NOTES

1. PAVEMENT MARKINGS ARE NOT TO BE INSTALLED UNTIL LOOP DETECTORS AND CONDUIT INSTALLATION ARE COMPLETE.
2. THE CONTRACTOR SHALL CONFIRM GEOMETRICS PRIOR TO THE INSTALLATION OF THE SIGNAL EQUIPMENT.
3. PAVEMENT MARKING DETAILS ARE PROPOSED AND SHALL BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH S.H.A. STANDARDS.
4. SEE PAVEMENT SHEET FOR ADDITIONAL STRIPING.
5. STREET NAMES AND ROUTE MARKER SIGNS ARE TO BE INSTALLED PARALLEL TO THE ROADWAY.
6. ALL SIGNAL EQUIPMENT TO BE INSTALLED TO FINAL GRADE.
7. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL NOTIFY "MISS UTILITY" PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.

JOHNSON, MIRMIRAN & THOMPSON
Engineering A Brighter Future
72 Loveton Circle Baltimore, Maryland 21152-0949

REVISIONS

B	8-2002	REDUE LOOPS DUE TO RESURFACING
	PG4215184	
C. MUNZ	BW 1A24, B15	
A 11-6-92		REPLACEMENT OF LOOP DETECTORS DUE TO GEOMETRIC IMPROVEMENTS

APPROVALS

ORIGINAL ON FILE

TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION

ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION

CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION

DIRECTOR, TRAFFIC & SAFETY

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION

MD 202 & S.B. RAMP FOR B.W. PKWY

DRAWN BY: LES TOWNSEND	F.A.P. NO.		TS NO. TS-651 B
CHECKED BY:	S.H.A. NO.		SHEET NO. 60 OF 92
SCALE: 1" = 20'	COUNTY:	PRINCE GEORGE'S	
DATE: JULY 29, 1972	LOG MILE:	16020213.47	T.I.M.S. NO. E 691

FILE: m:\land_3\sp_202_sb_bwpky.dgn DATE: 10/14/02